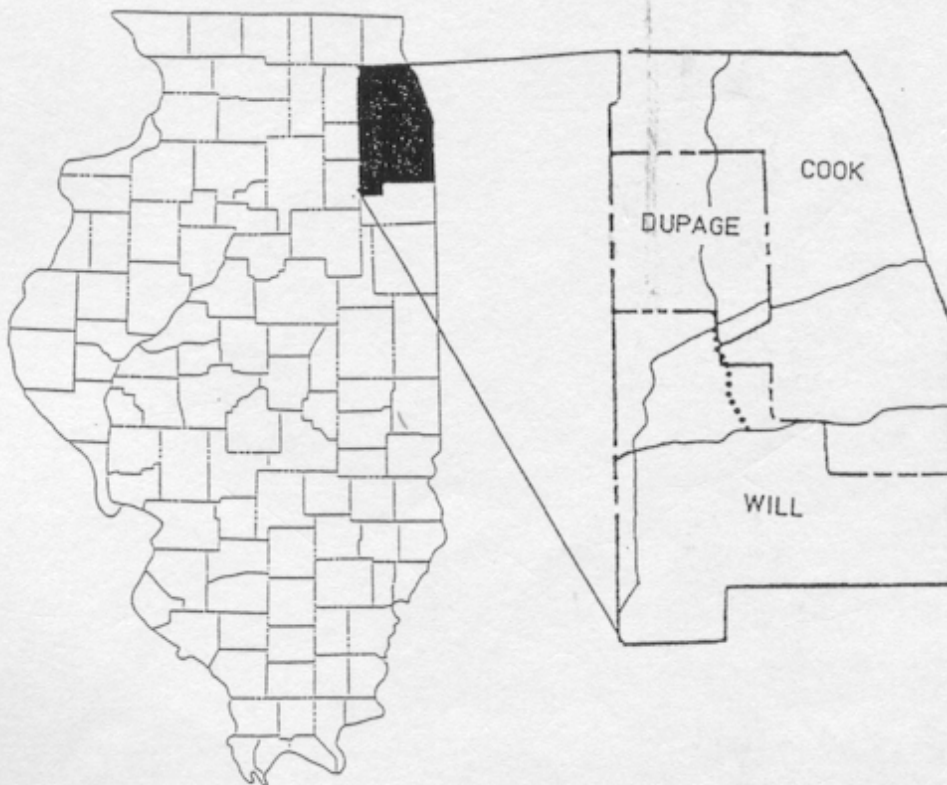


**FINAL
ENVIRONMENTAL
IMPACT STATEMENT AND
SECTION 4(f) EVALUATION**

**FEDERAL AID PRIMARY ROUTE 340
INTERSTATE ROUTE 55 TO INTERSTATE ROUTE 80
COOK, DUPAGE, AND WILL COUNTIES**



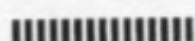
ILLINOIS DEPARTMENT
OF TRANSPORTATION

DIVISION OF HIGHWAYS

FEBRUARY, 1996



LEGEND



PROPOSED
FAP ROUTE 340



NOT TO SCALE

FAP ROUTE 340
VICINITY MAP

**FEDERAL AID PRIMARY ROUTE 340
INTERSTATE ROUTE 55 TO INTERSTATE ROUTE 80
COOK, DUPAGE, AND WILL COUNTIES**

**FINAL ENVIRONMENTAL IMPACT STATEMENT
and SECTION 4(f) EVALUATION**

Submitted Pursuant to 42 U.S.C. 4332(2)(c)
and 49 U.S.C. 303 by the

U.S. Department of Transportation
Federal Highway Administration
and

Illinois Department of Transportation

Cooperating Agencies

U.S. Army Corps of Engineers

Illinois Department of Natural Resources

Illinois Environmental Protection Agency

U.S. Coast Guard

Illinois State Toll Highway Authority

National Park Service

Date of Approval

For IDOT

Date of Approval

For FHWA

The following persons may be contacted for additional information concerning this document:

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The recommended action is the construction of Federal Aid Primary Route 340 from Interstate Route 55 to Interstate Route 80, a 12.5-mile long multi-lane, divided highway located approximately 25 miles southwest of downtown Chicago, Illinois and passing through Cook, DuPage and Will Counties. Alternatives investigated include: no-action, no-action with transportation system management (TSM), mass transit, and build alternates. The three build alternates consist of further improvements to the existing highway network, an expressway alternate, and a freeway/**tollway** alternate. The preferred alternative is to build a multi-lane freeway/**tollway**.

The Final Environmental Impact Statement and Section 4(f) Evaluation (FEIS) discloses additional information related to Tollway elements. The proposed highway will provide a connection in the regional highway network and serve as a principal link in a bypass route around the Chicago metropolitan area. It will also provide a safe, efficient and balanced transportation facility consistent with the adopted Year 2010 Transportation System Development Plan. Important issues and major socio-economic and environmental concerns include displacement of residences, traffic generated noise, agricultural impacts, involvement with Section 4(f) land and Section 6(f) property, avoidance of impacts to Section 106 properties, disruption to and use of public recreational lands, and impacts to wetlands.